

# The Hong Kong Daily Press.

No. 5542 二四百五十五年 日六月七日亥乙酉光

HONGKONG, THURSDAY, 26TH AUGUST, 1875.

四月六日

PRICE 2½ PER MONTH.

## Arrivals.

August 23, MALWA, British steamer, 2,995  
P. S. Towlin, Shanghai 22nd August.  
General - P. & O. S. N. Co.  
August 25, MALACCA, British str., 1,444, I.  
Barrow, Yokohama 18th Aug., 3 boxes  
Tobacco, 553,000, and General - P. &  
O. S. N. Co.  
August 25, DOUGLAS, British str., 864, E.  
Burke, Foochow 23rd August, Anony  
23rd, and Swatow 24th, General - D.  
LARSEN & Co.  
August 25, DIAMANT, German brig, 296, F.  
W. L. Adcock, Newcastle 24th  
July, Beans - Wm. PUSTAU & Co.

## Clearances.

AT THE HARBOUR Master's OFFICE,  
August 22, for Bangkok.  
Arrington Apear, etc., for Bangkok.  
Harriet N. Cervin, for Whampoa.  
Louisa, for Chefoo.  
Columba, for Melbourne.

## Departures.

August 25, AMY, str., for Canton.  
August 25, CHIOMA, for Newchwang.  
August 25, TANIA, str., for Yokohama.  
August 25, MINI, for Whampoa.  
August 25, GREEN JACKET, for San Fran-  
cisco.  
August 26, CALISBROOK, str., for Swatow.

## Passengers.

ARRIVED.  
Per Malwa, str., from Shanghai:—  
For Hongkong.—Dr. and Mrs. McFall, child  
and European maid, Mr. A. S. Tough and ser-  
vant, and 39 Chinese. For Southampton—  
Mesra J. Cross, O. Samuels, and Johnson.  
Per Malaca, str., from Hongkong:—  
Hongkong, Mr. and Mrs. Waddell, Dr.  
P. B. and servant, and 1 Chinese. For  
Singapore, Mrs. Birchfield.  
Per Douglas, str., from East Coast:—  
Capt. Richards, 4 Europeans deck and 132  
Chinese.

## Reports.

The German brig *Diament* reports left New-  
chwang on 24th July, and had light and varia-  
ble winds all the way, with fine weather.

The P. & O. steamship *Malaca* reports left  
Shanghai on 22nd August, and had fine weather  
throughout.

The E. & O. steamship *Malaca* reports left  
Yokohama on 18th August at 5:10 a.m., and  
experienced moderate S.W. and Westerly winds  
with fine weather till noon of the 23rd August,  
in lat. 27° 34' and long. 123° 26', when experienced  
a strong gale from the Northward, with thick  
rainy weather and high sea, which lasted till  
midnight of the same day; from thence had  
moderate Easterly winds with fine weather. On  
the 23rd instant, passed the German steamer  
*Wade*, bound North.

The British steamer *Douglas* reports left  
Foochow on 22nd August, Amoy on the 23rd,  
and Swatow on the 24th. From Foochow to  
Amoy had moderate Easterly winds, attended  
with rain; the latter part light Northward winds  
and fine weather. From Amoy to Swatow had  
light N.E. and Northward winds and fine  
weather; the latter part light Northward winds and fine  
weather. At 1 p.m. on the 22nd, passed the  
Company's steamer *Kuangtung* at Sharp Peak,  
and the steamer *Legislature* in the North Chan-  
nel bound up. The steamer *Cross*, *Ton*, *Mon-  
ton*, and *Thales* left Foochow same day.  
*Douglas*, and the steamer *Yunnan*, *Amoy*,  
N.W., *Wade*, *Amoy*, U.S. corvette *Asbolon*,  
and Chinese gunboat *Chen-to* were in Swatow.

FOOCHOW SHIPPING.  
(From *Hedge & Co's Weekly Shipping Report*,  
Pogoda Anchorage, 21st August.)

## Arrivals.

August 13th, str. *Balio* from Amoy, 14th, *Fafo*  
Balang from Hongkong, *Furness* from  
Swatow, 16th, *Davina* from Hongkong, 17th,  
*Trevelyan* Family put back, 19th, str. *Hales*  
from Hongkong, str. *Douglas* from Foochow, 20th,  
D. *Douglas* from Hongkong, *Cito* from  
Hongkong, *Wagrin* from Amoy, *Alma* from  
Bangkok.

## Departures.

August 15th, str. *Yeo* for Hongkong, 16th,  
U.S. corvette *Asbolon* for Swatow, *Trevelyan*  
Family for New Zealand, 17th, *Edward James*  
for Tsinan.

Vessels that have arrived in Europe  
from Ports in China, Japan and  
Manila.  
(For last Mail's Advice.)

Vessels. From. Date of Arrival.  
Norfolk..... Hongkong..... July 16  
Bengal..... Hongkong..... July 17  
Macca..... Hongkong..... July 18  
Ellice Islands (1)..... Hongkong..... July 19  
Star of the West (1)..... Hongkong..... July 20  
Denison (4)..... Hongkong..... July 21  
Omba..... China Ports..... July 22  
Hawku (4)..... Hongkong..... July 23  
Oman..... Maula..... July 24  
Eugenio..... Cardiff..... July 25  
Cape..... Liverpool..... July 26  
Copenhagen..... Philadelphia..... July 27  
John C. Munro..... London..... July 28  
Americas..... Hamburg..... July 29  
Cruisan..... Liverpool..... July 30  
Monrovia..... Liverpool..... July 31  
Bremen..... Liverpool..... June 17  
Mirela..... Cardiff..... June 18  
Carols Magna..... Liverpool..... June 19  
Birkar..... London..... June 20  
Charger..... Cardiff..... June 21  
Coldstream..... London..... June 22  
Minnesota..... Charleston U.S. (1)..... June 23  
Paraguay (5)..... London..... June 24  
Dioned (6)..... London..... June 25  
Hawku (5)..... Hamburg..... July 6  
Motor..... Cardiff..... July 8  
Orteca (6)..... Liverpool..... July 15

Vessels Expected at Hongkong.  
(Corrected Date.)

Y. & M. Name. Date.  
Alca..... Shields..... July 16  
Queen of the Seas..... Liverpool..... Feb. 27  
Androth..... Bremerhaven..... July 17  
Lancaster..... Cardiff..... July 18  
Pilim..... Newcastle..... April 24  
Atoma..... Cardiff..... April 25  
Prince Louis..... Cardiff..... May 1  
Robert Book..... Cardiff..... May 2  
Sunder..... Shields..... May 3  
Ferret..... Hamburg..... May 16  
Frederick..... Cuxhaven..... May 18  
Sofset..... London..... May 21  
Eugenio..... Cardiff..... May 22  
Cape..... Liverpool..... May 23  
Copenhagen..... Philadelphia..... June 1  
John C. Munro..... London..... June 2  
Americas..... Hamburg..... June 3  
Cruisan..... Liverpool..... June 4  
Monrovia..... Liverpool..... June 5  
Bremen..... Liverpool..... June 17  
Mirela..... Cardiff..... June 18  
Carols Magna..... Liverpool..... June 19  
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## Auction Sales To-day.

J. M. ARMSTRONG,  
At 12 noon,  
Sunday Goods.

CHINA NAVIGATION COMPANY,  
LIMITED.

DAILY COMMUNICATION BETWEEN  
HONGKONG AND CANTON.

TILL further notice the Company's Steamer  
"IJIANG" will leave  
HONGKONG EVERY MORNING at 8  
and return from

CANTON on the return at 6 P.M.  
BUTTERFIELD & SWINEY,  
Agents.

1899 Hongkong, 23d August, 1875.

## Notices of Firms.

NOTICE.  
THE Interest and Responsibility of Mr.  
THOMAS PITTENBERG, now our  
Firm, ceased on the 10th November, 1873.  
E. VINCENT & Co.  
Swatow, China, 10th October, 1874.

M. R. COLIN CAMPBELL WILLIAMS is  
this day admitted a Partner in our Firm.  
B. VINCENT & Co.  
Swatow, China, 10th October, 1874. (1st 1868)

THE Under-mentioned has been appointed  
AGENT at this Port for Messrs. HENRY  
S. KING & Co., of London.

OFFICES—No. 6, Stanley Street.

W. H. NOBLEY  
(1795—Hongkong, 24th October, 1874.)

NOTICE.

I HAVE this day established myself at this  
PORT as MERCHANT and GENERAL  
COMMISSION AGENT under the Style and  
Firm of

MALCAMP & Co., Joaquin Malcampo & Co.

6m 3/4 Amoy, 13th April, 1875.

NOTICE.

THE Interest and Responsibility of Mr.  
JAMES WHITFALL, now our Firm, ceased on  
the 30th April, 1874.

Mr. WILLIAM PETERSON was admitted a  
Partner on the 1st May, and we have authorized  
Mr. JOHN BELL LEVING and Mr. JAMES  
JARDINE KEWICK to sign our Firm.

JARDINE, MATHESON & Co.

1291 Hongkong, 20th August, 1875.

NOTICE.

M. R. CHAS. G. BUNKER, Jr., has been  
admitted a Partner in our Firm.

THOMPSON & Co.

Pagoda Anchorage Foochow,  
June 4th, 1875. (Sun 889)

NOTICE.

M. R. HIGH SUTHERLAND has been  
admitted a Partner in our Firm at  
Shanghai, and Mr. H. J. J. CHAMBERS is  
in our Firm at this Port, from 1st instant.

JOHN FORSTER & Co.

Sun 771 Foochow, 16th May, 1875.

NOTICE.

HONGKONG & SHANGHAI BANKING  
CORPORATION.

PAID-UP CAPITAL £1,000,000 of Dollars.  
RESERVE FUND £100,000 of Dollars.

NOTICE.

CHINESE SUGAR COMPANY, LIMITED.





## EXTRACTS.

## THE GOLDEN SUNSET.

The golden set its mirror spreads  
Beneath the golden skies,  
And but a narrow strip between  
Of land and shadow lies.  
The cloud-like rocks, the rock-like clouds,  
Dissolved in glory, float,  
And, midway of the radiant flood  
Hangs silently the boat.

The sea is but another sky,  
The sky a sea as well,  
And which is earth, and which the heavens,  
The eye can scarcely tell.

So when from up the evenin' hoar  
Soft passing shill descend,  
May play born of earth and sky  
The earth and heavens blend;  
Flewed still pass the spirit float,  
With silent rustle slow,  
Till where earth ends and heaven begins  
The soul shall scarcely know.

## THE FUTURE OF CANADA.

Canada is worthy of an accurate and thoughtful chronicle of her early history; she is making rapid strides in all that pertains to national advancement. The rocks that threatened the safety of the young Dominion have been avoided, and are being left behind, and her present course appears to lie in smooth waters, where firm and consistent purpose, fair and honest dealing, and a belief in the future on the part of those who aspire to direct it, will guide her to the haven which every great colony must aspire to reach. With ten millions of inhabitants, with railway communication from Cape Breton to Vancouver, with a united and vigorous population imbued with English feelings, and retaining the good while rejecting the evils of European society, Canada will be the home of a nation whose youth and energy will add strength to the parent stock, and whose moderation and sound sense will be a useful counterpoise to the almost extravagant and restlessness of the neighbouring population of the American Union. For such a future Canada will be content to wait, satisfied with her present position, and remembering that the slowest growth and gradual progress are ever the surest, and that the northern nations, whilst less rapid than others in maturing their history, have in the long run excelled in pre-empting influence in the destinies of the world.—*Blackwood.*

## SOOTHING SYRUPS.

We suppose it must be admitted that the present generation is more civilized than its predecessors. This is the general opinion, and probably no good is to be obtained by disputing it. In any case, it cannot be disputed. Civilization is improved. Social comforts are more numerous and more complete. We have made great advances in science and the philosophy of thought. And, if this be a part of civilization international wars are more cruel and less chivalrous than formerly, crime more highly cultivated, and religious belief is assuming a much more negative quality than it once had.

But there are some directions in which the advance is hard to recognize. Occasionally it almost appears that our progress has been in the other direction, but that may be simply a matter of opinion. A custom which has of late grown very prevalent, and which appears to be increasing in popularity among many people, suggests to us an illustration which bears upon this question for philosophical inquiry. Our ancestors were often in the habit of holding what we call the inferior animals criminally responsible for their offences. In the old records are many reports of "trials" before legal authorities of animals that had been arrested for some serious faults. Once a sow and her small family of six were criminally charged with homicide before a French court. The parent was found guilty and sentenced to be hanged, while the little ones, after trial of ball for their good behaviour, were decimated. The execution was carried out with all the dignity and form of law. Pigs have been great delinquents, and many suffered the extreme penalty for homicidal offences in the old times. Notices of their delinquencies and punishments may be found scattered in the old books over many centuries, and probably few people who read them now can do so without a smile of curious wonder, if not of contempt, for the superstition or ignorance of the people who lived before us.

But we need not go back very far, not as far as many months, in our own history, to find numerous cases of animals being executed, not for an offence committed, but simply in response to the ignorant superstition of what they might possibly do, as it exists in the minds of some modern adherents. Another difference, however, is that in the Middle Ages animals were not executed for crime without trial and conviction, whereas in the nineteenth century they are killed on groundless suspicion without any pretence of a trial. This can scarcely be called an advance in the right direction. Nor does our progress look much more satisfactory when the subject is examined a little further. It is quite true that in former times people were put to death for very inexcusable propensities—itcher, for example. But we are not aware that it was ever the custom to kill young children for crying. This is a modern innovation, one of the fruits of an advanced civilization.

We do not say that there has been any exceptional case of the kind brought to our notice. Worse than this, we refer to it as a feature of the time, very general in its operations and widespread in its evil consequences. "Sothing compounds" and "infants' cordials" and all things of a like kind are so many poisons kept and used for the injury or execution of babies who happen to be elongated in the crime of being born. The amount of narcotic drugs consumed over year in this country is far in excess of anything which their legitimate use can justify; while it is well known that the sale of such mixtures as we have mentioned is enormous. The death of infants occurring from their use is not the limitation of the evil. Many children who are doted with them do not die, but they live on, impoverished in bodily and mental capacity, to swell the population of the unhealthy and dissolute which infests our cities.

This is a subject which concerns physicians, social reformers, and the Society for the Prevention of Cruelty to Children, may advantageously bring under their consideration. Corrosives will find no lack of excuse for their judicial treatment if only they take a very little trouble to look for them. "Opium" is an infantile disorder of very common occurrence, but it lies concealed under some more legitimate designation, and is only to be detected after special research. The indiscriminate sale of narcotic medicines, which are prepared especially for young children, should be checked. Many of them are proprietary, and those as a rule are the most dangerous. There is no equitable reason why the nurse or mother who administers them, the druggist who sells them, and the person who makes them, should not be held responsible for their consequences. It is a poor testimony to our advanced civilization that the use of such things should go on unrestrained, that infants should be killed for no greater crime than temper, itself often the result of ill-health, and that the constitutions of a large part of the coming generation should be enfeebled by a process which, if it had prevailed five hundred years ago, we should have regarded as dismal evidence of the barbarism of the age.—*New York Times.*

## STORM LAWS.

When we find an eminent savant writing for the glorification, not of his own scientific exploits, but of the discoveries of others, his intentions have a double claim on our attention. And this recommendation is remarkably applicable to M. Fay's convincing Defense of the Law of Storms, which constitutes the Scientific Notice appended to the Annals of the Bureau des Longitudes for 1875.

From time to time our journals have recorded the occurrence of hurricanes which devastate the East and West Indian and Chinese seas, under the name of tornadoes, typhoons, and cyclones. European tempests give no idea of the violence of these fearful phenomena, which, in a few instants, wreck whole fleets of vessels, drown thousands of victims, level buildings with the ground, destroy whole harbors, crush and sweep down forests, and cause gigantic waves to rise far inland. In short, with the exception of an earthquake, there is nothing in the world so destructive as a typhoon—so calamitous which causes so many lives in so short a space of time. Consequently the disasters caused by these cyclones (whose final effects are often shown under the form of squalls and tempests naturally directed public attention) are easily understood. For although they have been directly studied in England and the United States, there are not a few persons, especially in France, who, on reading the tables of this paper, will be astonished to learn that Storms are really subject to Laws, and will ask themselves what a writer can mean by maintaining that any such laws exist.

Nevertheless, storms are not disad-

vantaged; they are governed by laws and certain, almost geometrical, rules; they obey the laws of the highest science, and are still more useful as guides to the mariner. These rules are taught in naval schools, and are extracted from considerate naval promotion. But recently the Laws of Storms have been contested; the investigators guides to safety have been put in doubt by the deserved authority of Meteorology. Therefore has M. Fay taken upon himself to state clearly the Laws of Storms and to refute those who would lessen their practical value.

It is fortunate, both for navigation and for science, that eminent men, like Piddington Reid, and Redfield, dismissing the theories and prejudices of the day, have resolved to trust to facts alone, should have set to work some forty years ago, with no other pretension than "to inquire whether these tempests did not follow some law, from which rules might be deduced for working a vessel." As they rage in the most frequented parts of the globe, there would be no lack of the means of information; data would only have to be collected and interpreted. The discovery of these approximate Laws of Tempests is one of the grandest scientific conquests of the age; and if we would carry the actual approximation still further, it is the study of the solar cyclones which will furnish us with future guides. *Abelard from "All the Year Round."*

## THE REWARD OF CIVILITY.

Monsieur Dolso, who lives at 12 Passage d'Antin, Paris, is a lucky man. Three years ago he went to a cigar shop to obtain a light. Bound on a similar errand was an old man very modestly attired, and who was trying all he knew to direct the little gas jet on to his pipe. The poor old fellow's hand shook; the light bobbed to the right and then to the left, menacing his eyes and his beard, while the tobacco remained perfectly innocent of flame. M. Dolso seeing the old man's distress, politely held the jet for him; and then lit his own cigar. The old gentleman courteously thanked him twice and again, and M. Dolso lifting his hat walked off. The old fellow followed him, and after received thanks of which M. Dolso began to be somewhat wearied, requested the name and address of the gentleman who had done him a kind act. M. Dolso laughingly replied, and thought no more of it until the other day, when a note called and informed him that a certain M. Deneau, a rich, but eccentric old gentleman, had died without heirs, and had bequeathed a fortune of 4 millions of francs to M. Dolso, with the request that he should divide this among the 1200 persons who had received his light gratis. And now M. Dolso claims his share that he withstood the obvious temptation of ridding himself of further importance by giving the old fellow a false address. The moral of the story appears to be, that to be rich one must search for shelter, old men in cigar shop, and assist them to a light.—*Reuter.*

A most remarkable fact is that, when we compare these partial results obtained throughout the northern hemisphere from the Gulf of Bengal to the Caribbean Sea, passing by China and Japan, we find that the gyration takes place in the same direction, always and everywhere from right to left. Still more remarkable is it, that when our observations are extended to the southern hemisphere, the same law, the same gyration is found, only in the reverse direction, namely, from left to right. Lastly, the lines of their onward course, in each hemisphere, such striking features in common, and such symmetry from hemisphere to hemisphere, that, M. Fay has been able to delineate their movements in diagrams whose sameness of pattern immediately catches the eye. All is symmetry on either side of the equator, or rather of the zone of which oscillates the world should consist of a enormous scale, distinctly limited to a certain portion of our atmosphere, which said revolving portion is also carried onwards by a movement of translation or progression.

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The term co-operation was at first, and for several years, used in the sense of communism, as denoting a general arrangement of society for the mutual benefit of all concerned in maintaining it. Later, the term co-operation came to be restricted to the humbler operations of buying and selling provisions. From implying a sense of life in community, it sank into meaning a concern in shopkeeping. It seems now, as it seemed then, a ridiculous thing that the commencement of the revolutions of the world should consist in opening a cheese and butter shop. In this, the great descent from the jaded altitude of world-making to stoop to selling long sixpenny candles and rattling trinkets. Doubtless, if we only knew it, the beginning of civilized society was not less absurd. There were, in all probability, dreamers who stood on the verge of savage life, and contemplated with pride the splendour of the future, the grandeur of saving human life. Are there any precursors signs of cyclones? For, they are forewarned in this, as well but rest. When the cyclone begins to be felt, can we discover the position of its centre, in which the rotation increases in swiftness, when all the causes of destruction are at their worst? Since the cyclone does not stand still, but marches onward, are there indications which reveal its direction? How can it be known whether a vessel is caught in the dangerous region—in which the velocity of the wind is the sum of the velocities of rotation and of translation—or in the manageable region, where the wind's velocity is only the difference of these two velocities? How handle the ship to avoid the hurricane, or to escape it? Unfortunately, we have not been able to answer these questions, have now them answers; some clear and imperative, others more elusive, leaving a certain degree of liberty to the tact and skill of the officers in command.

By a long and continuous fall, the barometer, which never descends between the Tropics, announces that a cyclone is not far off. When the wind begins to blow with a certain force, it is easy to determine the direction in which the centre of the cyclone is situated. Piddington's rule is this: Face the wind, and, if in the northern hemisphere, stretch out your right arm; the centre is in that direction. If, in the Southern Sea, it would be the left arm. Soon the strength of the wind increases, the barometer goes down more rapidly; the centre is approaching, for the cyclone stalks onwards. If the wind continues to augment without changing its direction, you are on the trackline of march of the centre, and you will soon be in the very heart of the tempest. Then, all of a sudden, there is a calm; in the centre of the cyclone is a circular space where reigns relative calm which, by contrast, seems almost absolute. There, the sky is serene, and you fancy that you have escaped; but the quiet area is speedily crossed, and the storm re-commences. It is then the hinder portion of the cyclone which is passing, and to cry to members of Parliament, and crowd the offices of the Chancellor of the Exchequer, praying to be delivered from the deluge of co-operation which they suppose threatens to submerge them. In this new power of industry, which has grown up in this generation, Mr. Owen no more constructed than George Stephenson did, that railway system which a thousand unforeseen exigencies had suggested, and thousand brains required. But as Stephenson the elder made railway locomotion possible, so Owen set man's mind on the track of co-operation, and time and heed, failure and gain, faith and thought, and the good sense and devotion of multitudes, have made it what it is.—*Contemporary Review.*

The situation just supposed is a particular case, which does not very often occur; in general, the vessel happens to be to the path of the cyclone's centre.

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